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UNITED KINGDOM.

GLASGOW.

By Consul John N. McCunn, May 4.

Probably no British industry has been more seriously affected since the outbreak of the war than that of shipping. The possibility of merchant ships being taken over by the Government at a moment's notice, even when loaded and on the point of sailing, as has frequently occurred, has seriously affected the interests of shipowners and merchants.

This state of affairs, coupled with abnormally high freight rates and insurance, together with a scarcity of labor at the docks, had a far-reaching effect on all classes of industry.

The Government arrangement of war-risk insurance materially assisted British shipping. The Government assumes 80 per cent of the risk and the various shipowners' risk associations the other 20 per cent; the premiums, of course, being divided in the same ratio.

Increased Freight Rates.

The following table shows the great advance in the outward freight rates since the beginning of the war:

Destination.	Before the war.	May, 1916.	Destination.	Before the war.	May, 1916.
Gibraltar	$5.22	$13.38	Malta	$5.34	$14.59
Marse	6.80	15.07	Port Said	6.19	17.02
Genoa	5.83	21.89	Colombo and Bengal	6.19	8.51
Naples	5.83	13.98	River Plate	8.51	16.41

The freight rates on bacon and hams from New York to Glasgow increased from $5.46 per ton before the war to $1.25 per 100 pounds in May, 1916; flour, from 20 cents per hundredweight of 112 pounds to 95 cents per 100 pounds; leather (in bales), from $9.73 per ton to $2.50 per 100 pounds.

Freight from Boston to Glasgow on American shooks, which formerly amounted to 11s. 3d. ($2.73), per 40 cubic feet, was in May, 1916, £17 ($82.73) per 165 cubic feet.

Decrease in Amount of New Tonnage.

Shipbuilding in Scotland decreased greatly in 1915. The principal decline, however, was on the Clyde. A table indicating the amount of

work carried on in the Scotch shipyards during the past two years is given below:

Shipyards.	1914			1915		
	Vessels.	Tons.	Horse-power.	Vessels.	Tons.	Horse-power.
Clyde	307	460,258	496,120	126	215,060	180,503
Forth	18	19,733	9,440	21	5,247	6,285
Tay	18	13,335	10,200	10	4,895	4,160
Dee, etc	111	15,619	24,530	50	8,299	14,340
Total	454	508,945	540,290	207	233,501	205,288

The above figures do not include naval construction work.

The following list gives the international figures for 1914 and 1915:

Country.	1914			1915		
	Vessels.	Tons.	Horse-power.	Vessels.	Tons.	Horse-power.
England	817	966,839	639,654	298	381,417	310,574
Scotland	454	508,945	540,290	207	233,501	205,288
Ireland	23	246,370	186,890	12	31,418	24,732
British possessions	271	67,994	24,276	183	32,937	14,072
Foreign	1,600	1,694,023	1,597,721	955	989,337	975,010
Total	3,165	3,484,171	2,988,831	1,655	1,671,610	1,529,676

The number of merchant vessels launched was small, the shipbuilding companies being mainly occupied with Government work.

Among the vessels completed during the year on the Clyde were the geared turbine New Zealand liner *Aotearoa* at Fairfield, said to be the largest afloat; the geared turbine Federal liner *Cumberland* at Port Glasgow, the geared turbine Australian steamer *Nairana* at Dumbarton, the motor vessels *Bostonian* at Govan and *Montezuma* at Irvine.

At Greenock one company completed nine steamers, with a total tonnage of 48,330, the largest mercantile output in the world for the year.

Types of Vessels Built on the Clyde.

The total indicated horsepower of vessels built on the Clyde shows a reduction relatively greater than the tonnage, the figures being 180,503, as compared with 496,120 in 1914—allowing for merchant work only. The following table shows the types of vessels launched on the Clyde during 1915:

Type.	Number.	Tons.	Type.	Number.	Tons.
Screw steamers	42	163,991	Hopper steamer	1	995
Geared turbines	3	26,903	Lightship	1	375
Motor vessels	50	11,921	Stern-wheel steamer	1	360
Dredgers	5	4,948	Sailing yacht	1	6
Steam tugs	11	2,788			
Barges, lighters, pontoons	11	2,773	Total	126	215,060

Price and Shipments of Coal.

In the west of Scotland the rise in the price of coal which began in January continued until about the end of March. Prime quality splints were quoted during January at 17s. 6d. ($4.25) to 18s. 6d. ($4.50) per ton f. o. b. Glasgow. The average rate during February was 28s. ($6.80), while in March the price was 29s. ($7.04) per ton. The rapid rise in prices was due to the decreased output caused by a shortage of labor. The lowest figure during the year was in July, namely, 17s. ($4.13) f. o. b. Glasgow. Prices again rose in August and continued until the end of the year.

The shipments of coal from Scottish ports during 1915 were much less than in the previous year, which is accounted for in a large measure by the compulsory closing of several loading harbors on the east coast of Scotland. However, Glasgow shows an increase of nearly 4,000 tons over the shipments of 1914, when they amounted to approximately 4,250,000 tons.

There were exported from Greenock during 1915, 190,000 tons of coal, compared with 120,000 tons for 1914. The exports from Ardrossan created a record for this Scottish port, the total being nearly 500,000 tons, as compared with 200,000 tons in 1914. At Troon the output shows a decrease, the figures for 1915 being less than 300,000 tons, compared with 350,000 tons for 1914. The total for Irvine is somewhat better than in the previous year, namely, 95,000 tons, while Ayr, in all probability, will exceed 1,000,000 tons.

Owing to the uncertainty of shipments from the east coast of Scotland, especially to Mediterranean ports, large consignments of coal were sent direct to Glasgow and other Clyde ports and there dispatched. The process of handling this traffic was, at first, somewhat protracted, especially during the early months of the year and exporters had to face heavy demurrage charges.

Great Britain the Principal Market for Coal in Europe.

Regarding the prospects of the market for this year, no definite forecast can be made. The estimate for last year was fairly accurate, the demand for coal being good, and high prices prevailed. However, it should be remembered that when the forecast was made Government restrictions were not then anticipated so far as exports were concerned. It is probable, however, that Great Britain will be the main source of supply for the allied countries of Europe this year as it was in 1915. Already there are many inquiries on the market for deliveries of several months. Even the high freight rates do not seem to have any effect on the demand, buyers abroad having apparently decided to insure the covering of their requirements.

Increased Demand for Steel.

Manufacturers of steel have greatly profited by the war so far as business is concerned. The pressure for delivery of materials never was so marked in the history of the trade, especially from the mills engaged in rolling sections. The demand for shell steel was the greatest ever experienced, with no likelihood of relaxing, notwithstanding the enormous output of the mills, all of which are under Government control, including mills erected for plate rolling which have been converted to meet Government requirements for the manufacture of bars and billets.

High tensile plates, for the construction of destroyers and submarines, were in great demand at good prices.

In addition to the shipyards under Government control most of the structural establishments have been busily employed in producing material for the erection of workshops for the Government or for engineers under contract to supply munitions of war. Sheet makers have been exceptionally busy throughout the year.

The home and foreign demand for light sheets was without precedent, and, owing to the absence of Belgian and German products, American and British makers have had the foreign market to themselves. During the latter part of 1915, however, the lack of freight facilities from the United States operated against American producers, who devoted their attention to their own market, in which there was a good demand through a steady improvement in home industries, thus leaving the foreign field entirely in the hands of British manufacturers.

Scotch sheet makers, who, before the war, depended largely on Belgium and Germany for supplies of billets, looked to America to supply their wants. The supplies from this source, however, became limited and, owing to the freight question and the improved home demand, American producers held up deliveries of Scotch orders.

During 1915 British manufacturers received large orders from France, and maintained a satisfactory trade with Japan, Australia, and South Africa; but in each of these three markets American competition has been felt, especially in Japan, where American prices were more favorable.

Advance in Workmen's Wages.

The wages of workmen in the steel manufactories were advanced from time to time during the year. Millmen, gasmen, and service men received an advance of 35 per cent. The total increase in the wages of melters, teemers, and ladlemen during the year was 15 per cent. Laborers and tradesmen had also a substantial increase. All wage agreements with employees have been lived up to in a satisfactory manner, and no strikes have occurred.

High Freight Rates Affect Prices of Iron and Steel.

High freight rates and a shortage of tonnage from Spain limited the supplies of ore and advanced the price of hematite iron to an unusually high level at the beginning of 1915. The current price of Spanish ore was 82s. 6d. ($20.06), and advanced monthly until June, when it stood at 110s. ($26.76), decreasing in July and August, and in September the price quoted was 97s. 6d. ($23.71).

The advance in freight rates again brought prices of hematite up to 110s. ($26.76) in October; in November quotations were 120s. ($29.19), and at the end of December the price was 132s. ($32.11), delivered at steelworks. English basic iron in January, 1915, was quoted at 65s. ($15.80), delivered at Scotch steelworks; but before May 1 it advanced to 90s. ($21.89), and fell away again in September to 75s. ($18.24), delivered. By the end of the year, owing to an advance in the price of coke and ore, the price of basic iron reached 96s. ($23.35), delivered at Scotch steelworks.

At this period scrap steel brought 90s. ($21.80)—30s. ($7.29) more than at the close of 1914—the demand having practically absorbed

the supply. There was a great scarcity of Selica bricks, and the prices of iron ore and ferromanganese doubled during the year.

The fuel problem became serious, and while the coal limitation act kept prices within reasonable bounds, the supply was not always equal to the demand. At the close of the year it was felt that the Government would have to prohibit the exportation of coal from the Lanarkshire collieries, in order that the large supply of shell bars required for war purposes be maintained.

The Pig-Iron Industry.

The Scotch makers of pig iron had an unsatisfactory year, owing largely to the unprecedented advance in the price of ore. Early in the year ore was obtainable on trucks at Glasgow at about 17s. ($4.13) per ton, it gradually advanced throughout the year, closing in December at 35s. ($8.51) per ton, an increase of more than 100 per cent.

Shipments of pig iron in 1915 show an unfavorable comparison with those of the years 1913 and 1914. The quantity of Scotch pig iron shipped in 1915 was about 150,000 tons, against 231,000 tons in 1913 and 176,000 tons in 1914.

The lowest quotation for pig iron in 1915 was early in January, when 54s. 8d. ($13.29) was paid for Middlesbrough Warrants, after which an upward tendency of the market continued slowly and steadily until about the beginning of April, when the price reached 69s. 6d. ($16.90). A sharp decline followed, but the market soon recovered and remained firm until the first weeks of August, when a slight reaction took place which lasted to November, when prices rose without a break, the year closing at 78s. 3d. ($19.03), the highest point reached. The highest price of the year for West Coast Hematite Warrants was 115s. ($27.98), a settlement price not previously reached since 1880.

Although the price of Scotch pig iron at the close of the year was 30s. ($7.29) per ton higher than at the beginning, the cost of production had increased to such an extent that the manufacturers' profits were materially reduced.

Cleveland Warrants, which always influence the Scotch ordinary iron market, after many fluctuations, closed the year at about 78s. ($18.97), or 23s. ($5.59) in advance of January prices, with insufficient stocks to meet an urgent demand of any magnitude. It is thought probable, however, that a good percentage of the year's output has been held over in the yards of the producers.

Restricted Exports of Scotch Hematite.

Owing to an insufficient supply of Scotch hematite pig iron the Government restricted exports to foreign markets. The market was firm throughout the year, and was characterized from time to time by sharp advances, except in midsummer when quotations dropped a few shillings. January quotations, 80s. ($19.46) per ton, by April touched 120s. ($29.19), and the year closed with prices at 132s. ($32.11) per ton delivered at steel works.

The falling off of imports of American billets, the result of improved conditions in America, added greatly to the strain under which steel-making material plants here were working. The year closed with the opinion prevailing in the trade that prices of foreign-

tite pig iron would reach a still higher level, if measures were not taken to insure a supply of steamers for the regular transportation of hematite-making ore to Great Britain.

Increased Use of Marine Motors.

One of the industrial features associated with the abnormal conditions brought about by the war applies to the marine motor and motor-craft trade. Most of the vessels were originally ordered for commercial purposes, and it is interesting to note that the majority of orders came from abroad.

Formerly there was an inclination to abandon the use of marine petrol engines except in special cases, so that the paraffin motor steadily gained ground. The increased price of petrol in a great measure accounted for this condition, and it is expected that, even after the war, the output of paraffin engines will continue to engage the attention of marine motor builders.

The trade in paraffin motors is still chiefly in the hands of British manufacturers. The American firms have, it appears, confined themselves chiefly to the petrol motors and they naturally receive most of these orders, even from British colonies. Now, however, more paraffin sets are being built in the United States, the manufacturers having realized the increasing demand for this class of motors.

Fishermen are among the largest purchasers of the paraffin motor, and also to a less extent of the hot-bulb type. The introduction of motors to fishing craft showed a considerable increase during 1915.

Hot-Bulb Engines on Vessels.

During 1915 there were great developments in hot-bulb engines, the principal improvement having been the large increase in power. Motors up to 500 horsepower are now being built, and 12 sets have been ordered for installation in triple-screw tank steamers having a carrying capacity of 5,000 tons. These ships, when commissioned, will be the most interesting types of hot-bulb engines yet made, and if they are successful, it will mean that the low-compression type of oil engine will be a formidable competitor with the Deisel motor.

The general discarding of the water drip by makers of hot-bulb motors is considered a good improvement, especially for boats engaged in long sea voyages. With the majority of engines in which water injection was used, the amount of water requisite was equal to the fuel carried and, in numerous instances, much in excess.

Advantages of Motor Fishing Boats—New Type of Motor.

During the war the superiority of the motor fishing boat has been shown. Consequently, many owners of sailing vessels are ordering marine motors for their vessels. One explanation is that along most parts of the coast it is not permissible for vessels to be out after dark. Sailing craft of all types are therefore at a disadvantage, as, owing to the wind receding, it is always possible they may be unable to reach harbor before nightfall. With motors the fishing craft are able to go further afield and make larger catches.

Although Scandinavian manufacturers have been making an attempt lately to gain a share of the trade in the sale of marine motors to fishermen, they have not attained any great degree of success, and

the business remains mostly in Great Britain. The cheapness of operation with heavy oil as compared with paraffin does not influence the fishermen greatly, since the motor in any case is very economical. The chief points that appeal to him are absolute reliability and simplicity of operation.

Owing to the war, the possibility of engaging in experimental work has been much limited, although it was expected that a few novel engines would be put on the market. Two firms were known to be engaged in developing a new type of motor which would be something between the Diesel and the hot-bulb types, avoiding the high pressure in the former and doing away with the necessity for the lamps as in the latter.

Installation of Engines on Sailing Vessels.

One of the most interesting recent developments in the marine motor industry has been the gradual increase in the number of sailing vessels which have been converted to auxiliary power by the installation of hot-bulb or paraffin engines. This movement started in Scandinavia, but during the past few months many shipowners in this country have given it their attention. There were recently about half a dozen fairly large auxiliaries undergoing conversion in various yards in Great Britain.

This probably represents one of the most promising fields for the development of the marine motor up to about 200 horsepower. Hitherto hot-bulb engines have been mainly employed, but in one or two of the later vessels paraffin motors are being installed.

Insufficient Supply of Grain Whisky.

Even before the war the deficiencies in the supply of grain whisky had become so apparent that distillers were working at top speed in order to cope with the demand. The building of new distilleries now will have little effect in relieving the pressure.

Patent-still distillers in Scotland have not benefited much by the increased demand, as the price paid for strong spirit for industrial uses shows a smaller margin of profit than that paid by whisky bonders. Further, the officials of the Department of Munitions have been rigorous in their investigations of the capacity of the distilleries and have made careful estimates of what will be required in the future. It would not be surprising, therefore, if the distilleries were in the near future declared controlled concerns. As to the supply of raw materials, this does not perturb the patent stillers so much as the pot-still producers. Maize is used extensively by the former, which article is comparatively easy to obtain, and other cereals could possibly be used under certain conditions, although at a higher cost.

The Scottish Woollen Trade.

Prior to the evolution of Cotton's patent frame, the knitting manufacture was almost entirely performed on hand frames employing over 1,000 so-called "stocking makers." The output from these frames was insignificant compared with the later developments of the trade. The underwear made at Hawick, in the south of Scotland, has become famous throughout the world. It is in the majority of cases manufactured from the finest quality and texture of woollen material. Each machine produces 100 to 200 garments

a week, according to the fineness of the material. The total output per year at Hawick is valued at a high figure. Originally Hawick had a hand-frame trade in stockings, but with the rise of the more profitable trade in fashioned underwear the hose trade disappeared. Many of the more enterprising firms have installed a number of automatic half-hose machines in order to meet the great demand of the Government for this article.

Hundreds of coarse 64 and 66 needle ribbed half-hose machines have been installed in Scotland to fill the Government orders. After the war the demand for this kind of hose will be greatly reduced and more than half of these machines will probably be idle. Thousands of machines for making scarfs in artificial silk and worsted have been installed during the past few years. It is probable that the demand for this quality of scarf will cease as suddenly as it began and the machines will be useless.

In Glasgow and the west of Scotland the activity of the textile trade has been largely due to the requirements of the army. The firms that could meet the demands of the Government did a large volume of business, but others were less fortunate. Manufacturers of flannel goods and blankets have fared well, while the manufacturers of muslins with markets in India and the East report an unsuccessful season.

Textile-Machinery Industry.

The output of textile machinery during the past year was much less than formerly, owing to a shortage of men and the fact that many of the large works for jute and flax machinery had been taken over by the Government. Much of the work undertaken consisted chiefly in supplying the necessary spare parts and replacements necessary for keeping the machinery running in factories engaged in the flax and jute industries. The makers of preparing and spinning machinery are practically in the same position, and the demand for the delivery of new machines, such as large modern carding machines for the jute and flax industries, was much greater than the supply. Difficulty was experienced by manufacturers in meeting the big demand for bag-making machinery—especially sack-cutting, sewing, and printing machines.

There have been several extensions of mills and factories in the United Kingdom, also some large extensions of the bag-making department in a few of the works. Flax manufacturers have also been extending their buildings and installing what machinery they could get. Many cloth-finishing and dyeing concerns have been enlarging their establishments.

Regarding improvements in machinery, very little progress was made during the year, most of the manufacturing firms being too busily engaged with other work. However, the automatic loom has been engaging attention, and two of them have been used in a factory engaged in the making of jute goods. So far no official statement has been forthcoming regarding the results. On the other hand it is learned that the latest method of mill driving, a high-pressure steam turbine of 1,500 horsepower with reducing speed gear and rope drive to main shaft, has given every satisfaction and shown economical results after being in use for 18 months.

The Timber Trade.

The year 1915 was an important one for the Clyde timber trade. All kinds of timber, but more particularly the cheaper varieties, were greatly affected by the steady inflation in values, which was in freight rates was the principal reason for this inflation. Prices of cheap materials, such as spruce, suitable for the construction of huts, ammunition boxes, etc., were much higher than ever before.

As soon as shipbuilders are permitted to resume the building of merchant ships, for which there is an abundance of work on hand, there will be a further demand for shipbuilding materials. The demand, however, will be measured largely by the supply of skilled and unskilled labor obtainable during the war.

Box makers and wagon and motor carriage builders were very busy throughout the year with war office contracts, and consumed large quantities of oak, ash, hickory, and pitch pine. The quantity of logs and sawn lumber consumed in 1915 exceeds that of 1914 by over 20 per cent, and that of 1913 by over 30 per cent.

Motor-Car and Agricultural-Implements Trade.

The motor industry throughout 1915 was much influenced by the requirements of the Government. Manufacturing concerns throughout the United Kingdom have been fully occupied with Government orders. No industry in this country has probably been more completely taken over for war purposes, for the reason that motor-car works and machine tools used in making automobiles are suitable for the production of munitions.

The agricultural machinery industry was disappointing in this district in 1915, owing to the inability of manufacturers to cope with the business offered. The shortage of men and materials appears to have been the chief factor in curtailing the volume of the output.

All classes of labor-saving implements, such as potato planters, double-furrow plows, and manure distributers, have found a ready market, and the demand is still marked.

With the exception of some of the southern counties of England, in which the hay crop was a failure for two consecutive years, mowers and other modern appliances for harvesting hay were in good demand. The supply of binders for the harvest of grain fell short of the demand, many of the farmers being obliged to use old machines or old-fashioned reapers.

The autumn demand for plows and barn machinery was equally brisk and a similar difficulty was experienced in meeting the situation, as in other lines of agricultural implements. Under the circumstances, 1915 was a busy one for manufacturers in agricultural lines, but from a profitable point of view it was somewhat disappointing, as prices generally were not commensurate with the increased costs of material and labor. American competition to a considerable extent helped to keep prices down here, more American machinery being available for this market than formerly, owing to the continental trade having been practically cut off.

Declared Exports to United States.

The exports to the United States during 1915, according to invoices certified at the consulate at Glasgow, were valued at $10,478,-

653, against $11,380,222 for 1914. The principal items and their value were as follows:

Article.	1914	1915	Article.	1914	1915
Animals: Horses	$3,596		Hide cuttings, raw, and other glue stock	$6,658	$9,523
Aluminum, manufactures of	6,499		Hollands		188,553
Acids	16,257	$67,492	Household effects	8,562	10,850
Ammonia, sulphate of	1,838,521	1,012,018	Gutta-percha, manufactures of	1,721	
Bath bricks		2,341	Iron and steel	57,878	22,115
Bone char		50,394	Machinery, sewing	549,791	160,176
Brass wire cloth		6,005	Jute manufactures		12,771
Clay tobacco pipes		12,584	Knitted articles		5,965
Clothing, woolen		3,517	Leather and tanned skins, manufactures of	1,257,284	31,789
Corundum		17,629	Linens		8,797
Creosote oil	1,327,454	48,894	Machine tools		274
Extracts for tanning, n.e.s	11,726		Manganese, oxide, and ore of		17,892
Magnesite, calcined	3,037	16,246	Palms		10,629
Coal and coke	25,642	16,983	Paper stock	350,751	401,049
Copper, manufactures of	33,832	3,736	Paper, manufactures of	213,521	28,346
Cotton manufactures:			Books	53,354	51,887
Thread, etc	532,135	1,660,737	Persian berry extract		722
Cloth, etc., dyed, colored, printed	390,315	443,019	Plants, rose		207
All other piece goods	805,237	313,046	Seeds: Grass and all other	20,875	22,420
Cotton belting		40,461	Silk, manufactures of	5,845	2,272
Yarn		86,927	Sperm oil		10,267
Earthenware: Firebrick	14,997	16,637	Soap		2,369
Fertilizers		100,680	Spirits: Whisky	1,271,602	995,109
Flannels		142,830	Starch		1,219
Flax:			Sumac extract		4,829
Unmanufactured	162,930		Tapestries		10,399
Manufactures of	46,384	11,729	Wall paper hangings		74,904
Hackled		233,964	Wool, and manufactures of:		
Fish, herring	622,789	918,676	Wool	1,107,437	2,398,788
Fishing tackle		19,714	Woolens	90,367	18,204
Fruits, etc.:			Carpets and carpeting	117,529	163,948
Jellies	68,942	19,223	All other articles	190,988	334,221
Preserved		17,635			
Glass and glassware: Lenses and optical instruments	13,035	13,337	Total	11,380,222	10,478,653
Grease		220			
Hides and skins	152,831	181,235			

Exports to American Insular Possessions.

The articles invoiced at Glasgow for the Philippine Islands during 1915 were valued at $459,397, compared with $403,986 for 1914. Some of the principal articles and their value were as follows:

Articles.	1914	1915	Articles.	1914	1915
Cotton, manufactures of	$193,611	$114,042	Thread	$21,848	$40,709
Dyed cotton yarn		70,339	Whisky	18,599	19,366
Clay goods, fireclay	2,325		Machinery	99,894	109,105
Chemicals	5,533		All other articles	34,671	78,393
Oils and paints	12,554	27,443			
Iron and steel manufactures	14,951		Total	403,986	459,397

There were no articles invoiced at the consulate for Porto Rico or Hawaii during 1915, while during the previous year goods to the value of $17,403 and $56,443, respectively, were invoiced to these islands, consisting principally of sulphate of ammonia.

TROON AGENCY.

By Consular Agent Peter H. Waddell, April 19.

The shipbuilding yards have been working to the limit of their capacity. These yards situated at Troon, Ayr, Irvine, and Ardrossan have been almost entirely devoted to Government work, and orders for ships for private owners have been refused, or the work delayed. Dry-dock accommodation has been taxed to the utmost,

and heavy orders have been executed for repair work of every description. All the yards have heavy orders on hand.

The output of merchant vessels during the year was as follows: Three cargo vessels (steam), for British owners; one cargo vessel (motor) for British owners; one tug (steam) for British owners; and one cargo and passenger vessel (steam) for South American owners.

One large motor vessel was built during the year, and it is understood that a number of orders for similar vessels have been booked. These vessels are to be engaged in general cargo trade. If the type proves successful a large demand for oil for internal combustion engines will be created.

Coal and Iron Industries.

The coal and iron industries have had a prosperous year. The demand for coal and pig iron has been largely in excess of the normal supply, and the output has only been restricted by a shortage of labor. The scarcity of timber for pit props and other mining purposes has also been a drawback.

In many coal mines in this district, in which seams of various qualities are being simultaneously wrought, the grading of these into separate classes has ceased. To save labor the coal is simply mixed.

Agricultural Conditions.

In every branch of agriculture the year 1915 was a very successful one. Crops were good and prices were high.

The cattle and sheep raising industry experienced, perhaps, the most profitable year in the history of local farming. High prices were obtained.

Business was not in any way hampered by scarcity of money. Overdrafts were obtained from the local banks at from 5 to 6 per cent, and the bank rate for discounting of bills and promissory notes was normal. For moneys deposited with the banks on deposit receipt interest was allowed at 3 per cent.

Shipping with this District.

Only two American-owned vessels entered ports in this district during the year. One of these vessels had a general cargo for Archangel, Russia, and put into port here for a supply of bunker coal. The other was a new vessel built in Belfast, Ireland, which called here for bunker coal to take her to New York, light. The shipping trade has experienced exceptional activity. There has been a great advance in rates, and high figures have been obtained. The number of vessels entering the ports in this district from all foreign countries in 1915 was 721, as follows: Seventy-six arrived from Denmark and other European countries (all light) and, after taking in bunker coal, proceeded to American ports; 64 from American ports with cargoes, 6 of these vessels discharging in this district and the others proceeded to Norway and other European countries after taking on bunker coal; 255 arrived from other foreign countries with cargoes (principally iron and sulphur ore from Spain) and discharged in this district; 326 shipped cargoes in this district (principally coal) for Mediterranean ports and other European countries. The principal carriers among these were Danish, Norwegian, and Spanish.

American Goods on the Market.

Timber to the amount of 8,500 tons and railway sleepers to the amount of 2,230 tons were imported from America in 1915. A large quantity of articles from America entered this district indirectly, consisting of automobiles, motorcycles, agricultural implements, ironmongery, etc. The result of a careful local inquiry has shown that there is a substantial increase in the imports of these articles. It has been found impossible, however, to obtain accurate figures of quantities or values.

There has been an increased demand for articles of American manufacture in the district. Many minor articles, such as clocks and watches, thermos flasks, shaving soap, pocket electric lamps, etc., previously supplied by Germany and Austria, are now replaced by similar articles of American manufacture.

Interchange of Trade.

Among the chief requirements of trade in this district are chemical materials (such as nitrate of soda and sulphate of ammonia), agricultural implements, and dairy-farming utensils. The merchants and manufacturers are largely dependent on foreign countries for these supplies. The principal exports from this district are cotton and woolen goods. A large business is done in cotton muslins and jacquard upholstery goods shipped to America. The climatic conditions here are considered exceptionally favorable for the manufacture of this class of goods.

Exports to United States.

The exports to the United States from the Troon district during 1915, according to invoices certified at the consular agency, were valued at $784,630, compared with $747,854 for 1914. Jacquard upholstery goods, whisky, and flax manufactures were the principal items. The following table shows the principal exports and their value during the past two years:

Articles.	1914	1915	Articles.	1914	1915
Curling stones	$310	$827	Wool, manufactures of:		
Cotton manufactures:			Blankets	£11,145	£1,717
Velvet		1,170	Carpets and rugs	85,416	50,941
Jacquard upholstery goods	306,573	305,028	Piece goods	7,190	5,914
Lace nets	7,535	3,739	Camel hair		5,607
Flax manufactures: Thread and twine	138,660	125,945	Wearing apparel	6,909	7,057
Pigskins	2,391	971	All other articles	22,253	7,986
Spirits, whisky	153,950	262,297	Total	747,854	784,630
Stones, hone	5,522	5,431			

General Increase of Wages.

All classes of laborers, skilled and unskilled, have obtained increases of from 10 to 15 per cent in their wages to meet the increased cost of living. The following are the current wages (per week of 5½ days): Coal miners, $12; joiners, $11; shipwrights, $11; engineers, $11; masons and bricklayers, $10; slaters, $10; painters, $10; ship platers and riveters can earn on piecework $15 to $20; textile workers can earn on piecework $6 to $7. Ship platers, riveters, engineers, and others engaged on Government work and in the manufacture of munitions are for the most part constantly working overtime and are earning large wages.

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